

II. LIST OF COMMENTERS AND COMMENTS ON THE DRAFT EIR

List of Commenting Agencies, Organizations and Individuals

The public comment period for the Draft EIR extended from March 5, 2009 to April 21, 2009. The table below lists all 19 letters received on the Draft EIR.

Letters H1-H4 were received at a public hearing concerning the entitlement actions on the proposed project (Hearing Examiner hearing, March 23, 2009). Most of these comments express the opinions of the commenters concerning the project. Responses to these letters are included for informational purposes and to direct commenters to relevant locations in the Draft EIR where issues pertinent to their comment are discussed.

TABLE II-1 List of Commenters				
No.	Organization	Commenter Name	Comment Date	Response Page Number
Comments Received in Response to Draft EIR Circulation				
1	State of California Governor's Office of Planning and Research	Scott Morgan Assistant Deputy Director Senior Planner State Clearinghouse	March 4, 2009	III-1
2	State of California, Native American Heritage Council	David Singleton Program Analyst	March 12, 2009	III-1
3	State of California, Santa Monica Mountains Conservancy	Ronald P. Schaffer Chairperson	March 23, 2009	III-2
4	Law firm representing individual	Abdulaziz, Grossbart & Rudman	March 16, 2009	III-8
5	Individual	Thomas Coyle	January 6, 2009	III-9
6	Greater Valley Glen Council	Terry Anderson	April 7, 2009	III-10
7	City of Los Angeles, Bureau of Sanitation, Wastewater Division	Brent Lorscheider	March 23, 2009	III-10
8	Los Angeles County Flood Control	Juan Sarda	March 25, 2009	III-11
9	Valley Glen Improvement Association	Michael Randall, Executive Director	No date	III-11
10	Individual	Maria B. Emerson	April 16, 2009	III-13
11	State of California Department of Transportation	Elmer Alvarez	April 16, 2009	III-13
12	Los Angeles River Revitalization Master Plan	Carol Armstrong	April 20, 2009	III-14
13	Individual	Steve and Kathleen Schwartz	April 20, 2009	III-15

TABLE II-1 List of Commenters				
No.	Organization	Commenter Name	Comment Date	Response Page Number
14	Individual	Vince Stamboni	April 21, 2009	III-15
15	Metropolitan Transportation Authority	Susan Chapman, Program Manager	April 20, 2009	III-18
16	Southern California Association of Governments	Jacob Lieb, Manager	April 21, 2009	III-18
17	Individual	Donna Del Nostro	April 14, 2009	III-20
18	Individual	Annabelle Whettam	April 7, 2009	III-21
19	County of Los Angeles Department of Public Works	Gail Farber, Director of Public Works	April 21, 2009	III-21
20	City of Los Angeles Fire Department	Douglas L. Barry, Fire Chief, C.A. Fry, Assistant Fire Marshal, Bureau of Fire Prevention and Public Safety	May 14, 2009	III-21
Comments Received at March 23, 2009 Project Hearing				
H1	Individual	Thomas Coyle	March 23, 2009	III-22
H2	Individual	Douglas Hileman	March 23, 2009	III-25
H3	Individual	Ben Kagan	March 22, 2009	III-26
H4	Individual	Stephen and Kathleen Schwartz	March 22, 2009	III-28



STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

RECEIVED
CITY OF LOS ANGELES

CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

MAR 17 2009

March 4, 2009

ENVIRONMENTAL
UNIT

To: Reviewing Agencies

Re: The Plaza at the Glen
SCH# 2007121170

Attached for your review and comment is the Notice of Preparation (NOP) for the The Plaza at the Glen draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

1-1

Please direct your comments to:

David J. Somers
City of Los Angeles
200 North Spring Street
Los Angeles, CA 90012

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Assistant Deputy Director & Senior Planner, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2007121170
Project Title The Plaza at the Glen
Lead Agency Los Angeles, City of

Type NOP Notice of Preparation
Description Proposed replacement of existing shopping center (about 152,000 square feet (sf) of space including a gym plus 753 parking spaces) with mixed-use project of about 1.3 million sf including: 140,000 sf retail, 100,000 sf restaurant, 45,000 sf market, 45,000 sf gym, 2,500-seat theater, 550,000 sf office, 150 residential units (175,000 sf), 150 residential units (175,000 sf), 150-room hotel (175,000 sf) with 3,200 to 3,900 parking spaces.

Lead Agency Contact

Name David J. Somers
Agency City of Los Angeles
Phone (213) 978-1355 **Fax**
email
Address 200 North Spring Street
City Los Angeles **State** CA **Zip** 90012

Project Location

County Los Angeles
City Los Angeles, City of
Region
Cross Streets Victory Boulevard and Coldwater Canyon Avenue
Lat / Long
Parcel No. 2326017
Township 1N **Range** 15W **Section** 11 **Base**

Proximity to:

Highways SR-170
Airports
Railways
Waterways Los Angeles River
Schools Madison MS and Grant HS
Land Use Shopping Center and Gym / [Q]C1-1VL / Neighborhood Office Commercial

Project Issues Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Public Services; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; Public Utilities Commission; California Highway Patrol; Caltrans, District 7; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4

Date Received 03/04/2009 **Start of Review** 03/04/2009 **End of Review** 04/02/2009

Resources Agency
Nadell Gayou

Dept. of Boating & Waterways
Mike Sotelo

California Coastal Commission
Elizabeth A. Fuchs

Colorado River Board
Gerald R. Zimmerman

Dept. of Conservation
Rebecca Salazar

California Energy Commission
Dale Edwards

Cal Fire
Allen Robertson

Office of Historic Preservation
Wayne Donaldson

Dept of Parks & Recreation
Environmental Stewardship Section

Central Valley Flood Protection Board
Jon Yego

S.F. Bay Conservation & Dev't. Comm.
Steve McAdam

Dept. of Water Resources
Nadell Gayou

Conservancy

Fish and Game
Scott Flint
Environmental Services Division

Fish & Game Region 1
Donald Koch

Fish & Game Region 1E
Laurie Harnsberger

Fish & Game Region 2
Jeff Drongesen

Fish & Game Region 3
Robert Floerke

Fish & Game Region 4
Julie Vance

Fish & Game Region 5
Don Chadwick
Habitat Conservation Program

Fish & Game Region 6
Gabrina Gatchel
Habitat Conservation Program

Fish & Game Region 6 I/M
Gabrina Getchel
Inyo/Mono, Habitat Conservation Program

Dept. of Fish & Game M
George Isaac
Marine Region

Other Departments

Food & Agriculture
Steve Shaffer
Dept. of Food and Agriculture

Dept. of General Services
Public School Construction

Dept. of General Services
Anna Garbeff
Environmental Services Section

Dept. of Public Health
Bridgette Blinning
Dept. of Health/Drinking Water

Independent Commissions/Boards

Delta Protection Commission
Linda Flack

Office of Emergency Services
Dennis Castrillo

Governor's Office of Planning & Research
State Clearinghouse

Native American Heritage Comm.
Debbie Treadway

Public Utilities Commission
Leo Wong

Santa Monica Bay Restoration
Guangyu Wang

State Lands Commission
Marina Brand

Tahoe Regional Planning Agency (TRPA)
Cherry Jacques

Business, Trans & Housing

Caltrans - Division of Aeronautics
Sandy Hesnard

Caltrans - Planning
Terri Pencovic

California Highway Patrol
Scott Loetscher
Office of Special Projects

Housing & Community Development
CEQA Coordinator
Housing Policy Division

Dept. of Transportation

Caltrans, District 1
Rex Jackman

Caltrans, District 2
Marcelino Gonzalez

Caltrans, District 3
Bruce de Terra

Caltrans, District 4
Lisa Carboni

Caltrans, District 5
David Murray

Caltrans, District 6
Michael Navarro

Caltrans, District 7
Elmer Alvarez

Caltrans, District 8
Dan Kopulsky

Caltrans, District 9
Gayle Rosander

Caltrans, District 10
Tom Dumas

Caltrans, District 11
Jacob Armstrong

Caltrans, District 12
Ryan P. Chamberlain

Cal EPA

Air Resources Board

Airport Projects
Jlrm Lerner

Transportation Projects
Douglas Ito

Industrial Projects
Mike Tollstrup

California Integrated Waste Management Board
Sue O'Leary

State Water Resources Control Board
Regional Programs Unit
Division of Financial Assistance

State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality

State Water Resources Control Board
Steven Herrera
Division of Water Rights

Dept. of Toxic Substances Control
CEQA Tracking Center

Department of Pesticide Regulation
CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

RWQCB 1
Cathleen Hudson
North Coast Region (1)

RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)

RWQCB 3
Central Coast Region (3)

RWQCB 4
Teresa Rodgers
Los Angeles Region (4)

RWQCB 5
Central Valley Region (5)

RWQCB 5F
Central Valley Region (5)
Fresno Branch Office

RWQCB 5R
Central Valley Region (5)
Redding Branch Office

RWQCB 6
Lahontan Region (6)

RWQCB 6V
Lahontan Region (6)
Victorville Branch Office

RWQCB 7
Colorado River Basin Region (7)

RWQCB 8
Santa Ana Region (8)

RWQCB 9
San Diego Region (9)

Other

STATE OF CALIFORNIA

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
 SACRAMENTO, CA 95814
 (916) 653-6251
 Fax (916) 657-5390
 Web Site www.nahc.ca.gov
 e-mail: ds_nahc@pacbell.net



March 12, 2009

RECEIVED
CITY OF LOS ANGELES

MAR 17 2009

Mr. David J. Somers, Project Coordinator
 CITY OF LOS ANGELES CITY PLANNING DEPARTMENT
 200 North Springs Street,
 Los Angeles, CA 90012

ENVIRONMENTAL
UNIT

Re: SCH#2007121170: CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Place at the Glen Mixed-Use Development, located in the Valley Glen Area, Los Angeles County, California

Dear Mr. Somers:

The Native American Heritage Commission (NAHC) is the state 'trustee agency' pursuant to Public Resources Code §21070 designated to protect California's Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f) CEQA guidelines). Section 15382 of the 2007 CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

- √ Contact the appropriate California Historic Resources Information Center (CHRIS) for possible 'recorded sites' in locations where the development will or might occur. Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278)/ <http://www.ohp.parks.ca.gov>. The record search will determine:
 - If a part or the entire APE has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded in or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- √ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- √ The Native American Heritage Commission (NAHC) performed:
 - * A Sacred Lands File (SLF) search of the project 'area of potential effect (APE)': The results: No known Native American Cultural Resources were identified within one-half mile of the 'area of potential effect' (APE). However the NAHC SLF is not exhaustive and local tribal contacts should be consulted from the attached list and there are Native American cultural resources in close proximity.
 - The NAHC advises the use of Native American Monitors, also, when professional archaeologists or the equivalent are employed by project proponents, in order to ensure proper identification and care given cultural resources that may be discovered. The NAHC, FURTHER, recommends that contact be made with Native American Contacts on the attached list to get their input on potential IMPACT of the project (APE) on cultural resources. In some cases, the existence of a Native American cultural resources may be known only to a local tribe(s) or Native American individuals or elders.
 - √ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Again, a culturally-affiliated Native American tribe may be the only source of information about a Sacred Site/Native American cultural resource.

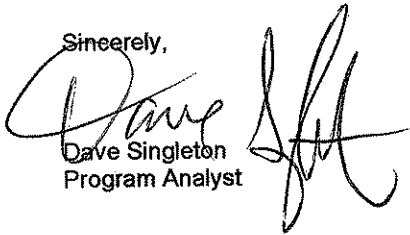
2-1

- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
- √ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.
 - * CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.
- √ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American. . Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.
- √ Lead agencies should consider avoidance, as defined in §15370 of the California Code of Regulations (CEQA Guidelines), when significant cultural resources are discovered during the course of project planning and implementation

2-1
cont .

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton
Program Analyst

Attachment: List of Native American Contacts

Cc: State Clearinghouse

Native American Contact
Los Angeles County
March 12, 2009

Charles Cooke
32835 Santiago Road
Acton , CA 93510

(661) 733-1812 - cell
suscol@intox.net

Chumash
Fernandeno
Tataviam
Kitanemuk

Kitanemuk & Yowlumne Tejon Indians
Delia Dominguez
981 N. Virginia
Covina , CA 91722
(626) 339-6785
Yowlumne
Kitanemuk

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks , CA 91362

805 492-7255
(805) 558-1154 - cell
folkes9@msn.com

Chumash
Tataviam
Fernandeno

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838
Newhall , CA 91322
tsen2u@live.com
(661) 753-9833 Office
(760) 885-0955 Cell
(760) 949-1604 Fax
Fernandeno
Tataviam
Serrano
Vanyume
Kitanemuk

Fernandeno Tataviam Band of Mission Indians

William Gonzales, Cultural/Environ Depart

601 South Brand Boulevard, Suite 102
San Fernando , CA 91340
Fernandeno
Tataviam

ced@tataviam.org
(818) 837-0794 Office
(818) 581-9293 Cell
(818) 837-0796 Fax

Randy Guzman - Folkes
4577 Alamo Street, Unit C
Simi Valley , CA 93063
ndnrandy@hotmail.com
(805) 905-1675 - cell

Chumash
Fernandeno
Tataviam
Shoshone Paiute
Yaqui

LA City/County Native American Indian Comm

Ron Andrade, Director
3175 West 6th Street, Rm. 403
Los Angeles , CA 90020

(213) 351-5324
(213) 386-3995 FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCHE#2007121170; CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for the Plaza at the Glen Mixed-Use Project; ?Glen Valley area; Los Angeles County, California.

SANTA MONICA MOUNTAINS CONSERVANCY

RAMIREZ CANYON PARK
5750 RAMIREZ CANYON ROAD
MALIBU, CALIFORNIA 90265
PHONE (310) 589-3200
FAX (310) 589-3207



March 23, 2009

RECEIVED
CITY OF LOS ANGELES

APR 07 2009

ENVIRONMENTAL
UNIT

David J. Somers, Project Coordinator
Room 750, City Hall
Department of City Planning
Environmental Review Section
200 North Spring Street
Los Angeles, California 90012

Draft Environmental Impact Report Comments
The Plaza at The Glen Mixed Use Project, 13003-13075 Victory Boulevard
ENV-2007-4063 EAF, SCH No.2007121170

Dear Mr. Somers:

The proposed Plaza at the Glen project site is located adjacent to the one-mile-long Tujunga Wash Greenway project within Los Angeles County flood control rights-of-ways. This six-plus-million dollar public project was jointly implemented by the Mountains Recreation and Conservation Authority (MRCA) and the Los Angeles County Department of Public Works. The Santa Monica Mountains Conservancy granted a substantial percentage of the project funding to the MRCA. The proposed project objectives in the DEIR are commendable; however, all of those objectives can clearly be met without resulting in adverse impacts to the Tujunga Wash Greenway (greenway) and with including low cost project features that enhance the greenway.

3-1

The proposed project would result in unavoidable significant adverse visual impacts on the greenway. The proposed project would also result in unavoidable significant adverse ecological impacts on the greenway. By the time any commercial project begins construction, both the habitat quality and potentially occurring bird, reptile, amphibian, and mammal species will have increased many fold. For that matter, as time goes on the ecological capacity and species richness for the greenway will increase for decades. The Draft Environmental Impact Report (DEIR) is deficient for not addressing the progressive increase in ecological capacity in the portions of the greenway immediately adjacent to the proposed project, across the channel and within 1000 feet of any portion of the project.

3-2

Upon our review of the Draft Environmental Impact Report (DEIR) we discovered that the proposed project is based on permanently removing a substantial area of the Tujunga

3-3

Greenway project on Los Angeles County-owned land to put in a transit hub. To our knowledge the applicant has not specifically informed either the MRCA or the Los Angeles County Department of Public Works about this diminution of parkland and eradication of park bond funded improvements. The DPW NOP comments make no mention of this conversion of land use on public fee simple open space. The many different funding sources for the greenway project all carry prohibitions about eliminating funded improvements and most certainly require reimbursement. This proposed loss of parkland and evaporation of expended park improvement funding must be thoroughly vetted in the Final Environmental Impact Report. Most probably the omissions disclosed in this paragraph warrant re-circulation of a Supplemental EIR to allow adequate public review.

3-3
cont.

Given the substantial public investment in this project, and its value as a community amenity, any development approved on the subject property must enhance, not detract from the greenway's recreational, scenic, educational, and ecological value. In contrast, good public policy dictates that any approved project should enhance the greenway with dedicated adjacent open space, native landscaping, substantive setbacks, and precisely written and enforceable lighting restriction. The DEIR is deficient for not at all addressing the compatibility of the specific proposed commercial uses adjacent to the greenway. Such analysis must occur both for the proposed project and each development oriented DEIR alternative.

3-4

The Conservancy's March 24, 2008 NOP comment letter requested that the DEIR must include at least two economically feasible alternatives that meet the bulk of the project objectives and provide a minimum 50-foot-wide setback for all buildings along the publically-owned greenway. The DEIR is deficient for not including any alternative that meets the project objectives and provides reasonable setbacks from the public greenway facility. The DEIR alternatives analysis contains zero discussion about how the alternatives differentially affect visual impacts on the greenway and the analysis of biological impact differential is deficient.

3-5

The alternatives analysis shall remain deficient too until there is at least one development alternative that meets the bulk of the project objectives and includes a contiguous minimum 25-foot-wide swath of 100 percent native landscaping along the full length of the greenway abutting the existing greenway perimeter fencing. Public access ways to the greenway would be an exception along with small public sitting areas with ADA standard permeable surfaces.

The alternatives analysis shall remain deficient until there is at least one development alternative that meets the bulk of the project objectives and includes no structures greater than 28 feet in height within 100 feet of the greenway property. Such a height limitation is critical to retain the existing character of this unique public right of way. The proposed project includes five story buildings within 30 feet of the greenway.

The alternatives analysis shall remain deficient until there is at least one development alternative that meets the bulk of the project objectives, includes substantially greater building setbacks, height limitations, and inclusion of directly adjacent native landscape zones, and includes a functional transit hub that does not eliminate more than a few slivers of native planting area on public land. The subject property is large enough to accommodate any such transportation facilities within impinging on existing habitat on public lands.

3-5
cont.

The DEIR is also deficient for not specifically addressing how the public will make use of the existing entrance to the greenway from the proposed project and from each DEIR alternative. We encourage the applicant and the City to create a high quality interface between the greenway entrance and the proposed transit plaza/hub that is 100 percent in concert with the native vegetation and mass use of permeable surfaces. As proposed the character of the project is not harmonious with the greenway design.

3-6

The DEIR does not adequately describe, and permanently make provision for, how the public will be able to park on the subject private property to use the greenway. The scope and magnitude of the proposed General Plan Amendment and Zone Change warrant the requirement of a designated, but not necessarily exclusive, area for public recreation parking. The City staff should contact our staff to work with the MRCA in designing accommodations for a safe, usable joint use parking area prior to recirculation of DEIR, SEIR, or FEIR. A DEIR alternative should have addressed providing a permanent easement to the City or the MRCA for such a parking area.

3-7

A DEIR alternative should address the feasibility of a public restroom at the greenway entrance. The maintenance and security of the restroom should be amply funded by the proposed commercial facility. Again the scope of the project (General Plan Amendment and Zone Change) provides adequate nexus and economic engine to require such a mitigation measure. The MRCA should also be considered as an entity to manage this facility because that agency already maintains the greenway and patrols it with sworn rangers.

3-8

The DEIR is deficient because it does not disclose that a request for a General Plan Amendment and Zone Change provides the City with great latitude to require a project that demonstrably enhances and is additive to an existing public resource.

3-9

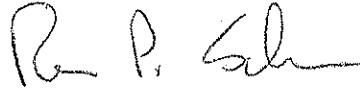
The proposed project and all of its DEIR alternatives represent a step backward in time in terms of its ratio of permeable to impermeable surfaces. A project of this scale and density must include an onsite area to capture, retain and filter storm water runoff. Ideally, this function could be achieved in the native vegetation setback zone along the Tujunga Wash Greenway.

3-10

The Plaza at The Glen DEIR Comments
ENV-2007-4063 EAF, SCH No.2007121170
March 23, 2009
Page 4

Please send all future project documents and address any questions to Paul Edelman of our staff at the above letterhead address and by phone at (310) 589-3200 ext. 128.

Sincerely,

A handwritten signature in black ink, appearing to read "R. P. Schaffer". The signature is fluid and cursive, with the first name "R." and last name "Schaffer" clearly distinguishable.

RONALD P. SCHAFER
Chairperson

Letter 4

From: "Abdulaziz, Grossbart □ Rudman" □ info □ agrlaw.net □
To: □ David.Somers □ lacity.org □
Date: 3/16/2009 10:58 AM
Subject: Notice of Completion and Availability of Draft

March 16, 2009

Sent Via Email □ First Class Mail

David.Somers □ lacity.org

David Somers

Assistant Planner, Environmental Review Coordinator

Los Angeles Department of City Planning

200 N. Spring Street, Room 525

Los Angeles, CA 90012-4801

RE: Notice of Completion and Availability of Draft

Environmental Impact Report No. ENV-2007-4063-EIR

Project Name: The Plaza at the Glen Mixed User Project

Site Location: 13003 - 13075 Victory Blvd. (Excluding 13005), Valley Glen, CA 91606

Dear Mr. Somers;

I am in receipt of the above-mentioned notice. I find that in your own report, you state that the proposed project would result in significant and unavoidable environmental impacts with regard to aesthetics, construction, and operational quality, and construction noise. With your own statement, it appears that this would be a significant deterrent to the entire community other than the proposed owners. It would result in a great deal of noise, population, and traffic.

4-1

Very truly yours,

ABDULAZIZ, GROSSBART □ RUDMAN

SAM K. ABDULAZIZ

SKA:tmw

Law Offices of
Abdulaziz, Grossbart & Rudman
P.O. Box 15458
North Hollywood, CA 91615-5458
(818)760-2000 FAX (818)760-3908
Email: info@agrlaw.net
Please visit our website at <http://www.agrlaw.net>
Emphasizing Construction Law

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In addition, technology can sometimes be unpredictable and e-mail messages may not always arrive at the correct destination because of errors in the email address or Internet service providers not being operational for long periods of time, such as our provider, Time Warner. Because of this, it is recommended that important correspondence be sent by another means as well as email, or that you request a read receipt so that you know it arrived at the correct e-mail address.

For your protection: (1) e-mail communication is not a secure method of communication, (2) any e-mail that is sent to you or by you may be copied and held by various computers it passes through as it goes from us to you or vice versa, (3) persons not participating in our communication may intercept our communications by improperly accessing your computer or our computer or even some computer unconnected to either of us which the e-mail passed through. We are communicating to you via e-mail because you have consented to receive communications via this medium. If you change your mind and want future communications to be sent in a different fashion, please let me know AT ONCE.

Letter 5

From: "Thomas Coyle" □tcoyl19□ earthlink.net□
To: □david.somers□ lacity.org□
Date: 1/13/2009 2:17 AM
Subject: Plaza □ the Glen

I have learned of your scope of project meeting scheduled for Wednesday.
I will be working until 7:30 PM and will try to get to the meeting's second half.

EAF No: ENV- 2007-4063 EAF
The Plaza □ The Glen

Just in case, I have two concerns:

A) The size of the project and the degree current regulations will require to be set aside to allow this individual his permits. An elderly gentleman told me just recently "if they allow it, it will be built." Whatever the City will allow is what will be built.

The Glen and the Plaza together add up to approximateley 1.7 million square feet of development. The Grove (3rd and Fairfax) is 575,000 square feet on 13 acres - immediately adjacent to a City Park and adjacent to The Farmers Market -also an established retail icon in Los Angeles. Universal Studios/City Walk is 540,000 square feet on on 23 acres. This developments statistics scare me. 1.3 net -- 1.5 gross square feet on 12.4 acres with residential neighborhoods to the north, south and east.

5-1

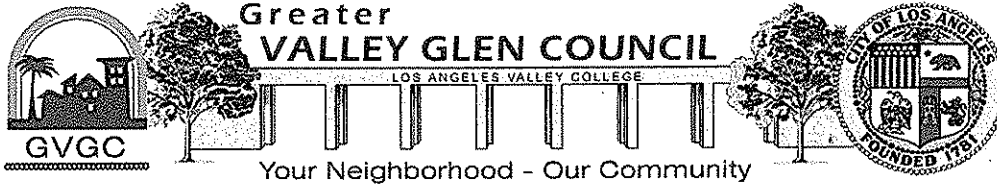
Your own meeting announcement uses the phrase "Reasonable Development Level". Those few words define the crux to the entire process. IS this level of development reasonable or is it just to much. Especially keeping in mind the proposed 600,000 square foot box retail center at Laurel Canyon and Victory or the 6 million square foot proposed development on Lankershim north of Universal. How much can the area absorb.

And; considering the degree to which existing regulations must be "waived" and public assistance granted to finish this project.

B) Impact on residential property South of Victory between the LA River and Fulton, North of Oxnard. By giving the developer public land to build his primary access, this proposal lines up a straight ahead invitation to autos leaving this development to avoid the crush on Victory Blvd by detouring down Ethel Street to Oxnard. The naming of a section of this entrance a Transit Plaza is nothing more than an attempt to get his landscaping costs to count against his Traffic Abatement Obligations. The use of the public property allows the developer to build a larger project - to effectively expand his holdings by the combined square footage of the so called transit plaza and his entrance roadway and ramps. Expanding the buildable area by transferring necessary, funtional requirements to public land - off his site. I would appreciate if the engineers and trained impact analyst could look at the possibility of offsetting the entrance to avoid directing 5918 average daily automobiles coursing down Ethel. These are the Department of Transportation's figures- I am not making them up. If the site entrance is required to be on site this can be accomplished.

5-2

Thomas Coyle
tcoyl19□ earthlink.net
EarthLink Revolves Around You.



Your Neighborhood - Our Community

CITY OF LOS ANGELES
Greater VALLEY GLEN COUNCIL
 13659 Victory Blvd., #136
 Valley Glen, California 91401
 TELEPHONE: (818) 772-GVGC

- Officers -

Terry Anderson
 PRESIDENT
Christopher Ueland
 VICE-PRESIDENT
Montie Mazo
 SECRETARY
Vic Viereck
 TREASURER

- Board Members -

Terry Anderson	Fernando Ayala
Douglas Breidenbach	Maria Denis
Carlos Ferreyra	William Fishman
Stanley Friedman	Ted Geldberg
Benjamin Goldblatt	Steven Hamm
Eli Kademian	Hafeed Kardouh
Charlotte Laws	Larry G. Jorgenson
Montie Mazo	Chris Mushyan
Gary Popenoe	Kathleen Schwartz
Bruce Thomas	Karo Torossian
Chris Ueland	Vic Viereck
	Abdul Zohbi



April 7, 2009

David J. Somers, Project Coordinator
 Room 750 City Hall
 Department of City Planning
 200 North Spring Street
 Los Angeles, California 90012

Re: EIR Case No: ENV-2007-4063-EIR
State Clearinghouse No: 2007121170
Project Name: The Plaza at the Glen Mixed Use Project
Location: 13003-13075 Victory Blvd. (Excluding 13305), Valley Glen
Council District: 2

Dear Mr. Somers:

On behalf of the Greater VALLEY GLEN COUNCIL Board, I have been authorized to advise you that referenced project and DEIR was duly agendized for the GVGC Board's regular meeting of April 6, 2007, and that after a lengthy 2 ½ hour Town Hall Meeting conducted on this matter at the beginning of the Board Meeting and with approximately 100 Stakeholders present, the GVGC Board unanimously approved the following resolution:

"That the Greater Valley Glen Council Board recommends approval of the Draft Environmental Report, opposes all of the alternatives listed in the Report, and further, the GVGC Board recommends that the City of Los Angeles Planning Department approve the project as presented."

The favorable vote was unanimous with 1 Board Member recused and 5 absent.

I also have attached a copy of the letter sent to Mr. Frank Quon, Hearing Officer, Los Angeles City Planning Department.

Sincerely,

Terry Anderson
 President
 Greater Valley Glen Council

CC: Council Member Wendy Greuel
 Dasher-Lawless

From: "Terry Anderson" <tmalaw100@yahoo.com>
To: <Frank.Quon@lacity.org>, <David.Somers@lacity.org>
CC: "ALAN, CHRIS " <christopher@dasherlawless.com>
Date: 4/21/2009 11:00 AM
Subject: POSSIBLE CORRECTION OF LETTERS RE Greater VALLEY GLEN COUNCIL
Attachments: 4-6-09 PLAN DEPT DASHER-LAWLESS.doc; 4-6-09 DEIR DASHER-LAWLESS.doc

April 22, 2009

David J. Somers, Project Coordinator

Room 750 City Hall

Department of City Planning

200 North Spring Street

Los Angeles, California 90012

and

Mr. Frank Quon, Hearing Officer

Los Angeles City Planning Department

Community Planning Bureau

Marvin Braude San Fernando Constituent Center

6262 Van Nuys Boulevard, Suite 430

Van Nuys, California 91401

Re: DEIR:

EIR Case No: ENV-2007-4063-EIR

State Clearinghouse No: 2007121170

Project Name: The Plaza at the Glen

Mixed Use Project

Location: 13003-13075 Victory Blvd.
(Excluding 13305), Valley Glen

Council District: 2

OFFICER Re: LOS ANGELES CITY PLANNING HEARING

CASE NO: CPC -
2008-2932-GPA-ZC-HD-CU-CUB-ZAD-SPR

DEIR Case No: ENV-2007-4063-EIR

Mixed Use Project Project Name: The Plaza at the Glen

Location: 13003-13075 Victory Blvd.
(Excluding 13305), Valley Glen

Plan Area: North Hollywood-Valley
Village and Van Nuys-North Sherman Oaks

Council District: 2

Dear Mr. Somers and Mr. Quon:

Per our conversation today, please note that the GVGC letter to you, dated April 7, 2009, may require a correction as to the GVGC Board Meeting date. Some letters indicate that the Board Meeting was on April 6, 2007 - if so, this was in error. The GVGC Board Meeting was held on April 6, 2009.

A corrected copy of the letter is attached.

Please confirm via e-mail receipt of this correction.

Thank you so much.

Terry Anderson

Terry Anderson

President

GVGC Board



Greater VALLEY GLEN COUNCIL

LOS ANGELES VALLEY COLLEGE

Your Neighborhood - Our Community



CITY OF LOS ANGELES

Greater VALLEY GLEN COUNCIL

13659 Victory Blvd., □136
Valley Glen, California 91401
TELEPHONE: (818) 772-GVGC

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Ted Geldberg
Steven Hamm
Hafeed Kardouh
Larry G. Jorgenson
Chris Mushyan
Kathleen Schwartz
Karo Torossian
Vic Viereck



April 7, 2009

Mr. Frank Quon, Hearing Officer
Los Angeles City Planning Department
Community Planning Bureau
Marvin Braude San Fernando Constituent Center
6262 Van Nuys Boulevard, Suite 430
Van Nuys, California 91401

Re: CASE NO. CPCS 2008-2932-GPA-ZC-ND-CU-CUB-ZAD-SPR
DEIR Case No: ENV 2007-4063-EIR
Project Name: The Plaza at the Glen Mixed Use Project
Location: 13005-13075 Victory Blvd. (Excluding 13305), Valley Glen
Plan Area: North Hollywood-Waveville Village and Van Nuys-North Sherman Oaks
Council District: 2

Dear Mr. Quon:

On behalf of the Greater VALLEY GLEN COUNCIL Board, I have been authorized to advise you that referenced project and DEIR was duly agendaized for the GVGC Board's regular meeting of April 6, 2009, and that after a lengthy 2 □ hour Town Hall Meeting conducted on this matter at the beginning of the Board Meeting and with approximately 100 Stakeholders present, the GVGC Board unanimously approved the following resolution:

□That the Greater Valley Glen Council Board recommends approval of the Draft Environmental Report, opposes all of the alternatives listed in the Report, and further, the GVGC Board recommends that the City of Los Angeles Planning Department approve the project as presented. □

The favorable vote was unanimous with 1 Board Member recused and 5 absent.

I also have attached a copy of the letter sent to Mr. David Somers, Los Angeles City Planning Department re the DEIR.

Sincerely,

Terry Anderson
President
Greater Valley Glen Council

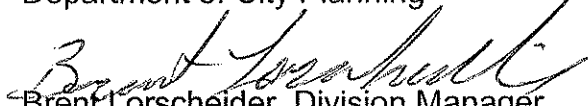
CC: Council Member Wendy Greuel
Dasher-Lawless

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

File: SC.CE.

DATE: March 23, 2009

TO: David Somers, Assistant Planner
Environmental Review Section
Department of City Planning

FROM: 
Brent Lorscheider, Division Manager
Wastewater Engineering Services Division
Bureau of Sanitation

RECEIVED
CITY OF LOS ANGELES

MAR 27 2009

ENVIRONMENTAL
UNIT

SUBJECT: The Plaza at the Glen Mixed Use Project – Notice of Completion Draft EIR

This is in response to your March 5, 2009 letter requesting wastewater service information for the proposed project. The Bureau of Sanitation, Wastewater Engineering Services Division (WESD), has conducted a preliminary evaluation of the potential impacts to the wastewater system for Project Site and Add Area of the proposed project.

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
PROJECT SITE			
Existing			
Health Club	800 GPD/1000 SQ.FT	41,141 SQ.FT	(32,913)
Market	20 GPD/1000 SQ.FT	32,000 SQ.FT	(640)
Drug Store	80 GPD/1000 SQ.FT	31,117 SF.FT	(2,489)
Restaurant	25 GPD/SEAT	302 SEATS	(7,550)
Bank	150 GPD/1000 SQ.FT	3,324 SQ.FT	(499)
Retail/Commercial	80 GPD/1000 SQ.FT	39,700 SQ.FT	(3,176)
Proposed			
Retail	80 GPD/1000 SQ.FT	185,000 SQ.FT	14,800
Restaurant	25 GPD/SEAT	7,666 SEATS	191,650
Common Area	80 GPD/1000 SQ.FT	200,000 SQ.FT	16,000
Office	180 GPD/1000 SQ.FT	500,000 SQ.FT	90,000
Medical Office	250 GPD/1000 SQ.FT	50,000 SQ.FT	12,500
Theatre	4 GPD/SEAT	2,700 SEATS	10,800
Gym	800 GPD/1000 SQ.FT	45,000 SQ.FT	36,000
Hotel	130 GPD/ROOM	230 ROOMS	29,900
Residential	200 GPD/DU	150 DU	30,000
Project Site Total			384,383
ADD AREA			
Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
Existing			

7-1

Retail	80 GPD/1000 SQ.FT	5,766 SQ.FT	(461)
Restaurant	25 GPD/SEAT	320 SEATS	(8,000)
Church	100 GPD/1000 SQ.FT	18,356 SQ.FT	(1,836)
Warehouse	20 GPD/1000 SQ.FT	18,414 SQ.FT	(368)
School	100 GPD/1000 SQ.FT	63,281 SQ.FT	(6,328)
Proposed			
Shopping Center	80 GPD/1000 SQ.FT	57,000 SQ.FT	4,560
Church	100 GPD/1000 SQ.FT	18,350 SQ.FT	1,835
Office	180 GPD/1000 SQ.FT	168,000 SQ.FT	30,240
School	100 GPD/1000 SQ.FT	20,250 SQ.FT	2,025
Residential	200 GPD/DU	182 DU	36,400
Add Area Total			58,067
SUMMARY FLOWS FOR PROJECT			
Total Existing			64,260
Total Proposed			506,710
Total Flow			442,450

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes two (2) sewer systems. One system is for the Project Site and the other is for the Add Area. In the Project Site there is an existing 8-inch line on Victory Blvd R/W. The sewage from the existing 8-inch line flows into a 10-inch line on Ethel Ave before feeding into a 15-inch line on Chandler Blvd. The sewage then flows into an 18-inch and 12-inch line on Fulton Ave before discharging into a 57-inch sewer line on Moorpark St. The current flow level (d/D) in the 8-inch, 10-inch, 15-inch, and 18-inch lines cannot be determined at this time as gauging is needed for these lines.

7-1
cont.

Based on our existing gauging information, the current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
8	Victory Blvd R/W	*	362,591 GPD
10	Ethel Ave	*	371,894 GPD
15	Chandler Blvd	*	866,833 GPD
18	Fulton Ave	*	1.67 MGD
12	Fulton Ave	50	3.28 MGD
57	Moorpark St	40	23.61 MGD

* No gauging available

In the Add Area sewer system there are an existing 10-inch line on Hamlin St and existing 8-inch line on Victory Blvd. The sewage from the existing 10-inch and 8-inch lines flow and connect into a 12-inch line on Erwin St. The sewage then feeds into a 24-inch and 21-inch line on Whitsett Ave before discharging into a 30-inch sewer line on Whitsett Ave. The current flow level (d/D) in the 10-inch and 8-inch lines cannot be determined at this time as gauging is needed for these lines.

File Location: \Div Files\SCAR\CEQA Review\FINAL CEQA Response LTRs\The Plaza at the Glen Mixed Use Project-NOC Draft EIR_Part1.doc

Based on our existing gauging information, the current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
10	Hamlin St	*	371,894 GPD
8	Victory Blvd	*	280,862 GPD
12	Erwin St	*	676,120 GPD
24	Whitsett Ave	24	3.04 MGD
21	Whitsett Ave	35	3.68 MGD
30	Whitsett Ave	1	4.92 MGD

* No gauging available

The estimated flow that would be generated from your proposed project exceeds 20,000 GPD and therefore may have a significant impact on the sewer system capacity. Thus, detailed gauging is necessary to determine whether the sewer system is capable of safely accommodating the total flow for your proposed project. We have initiated a work order to gauge the designated critical locations in the project area. This process usually takes approximately three (3) to four (4) weeks. A detailed evaluation and response will be provided to you within one (1) to two (2) weeks upon receipt of gauging data. If this schedule is not acceptable, please call us to discuss options.

If you have any questions, please call Abdul Danishwar of my staff at (323) 342-6220.

7-1
cont.

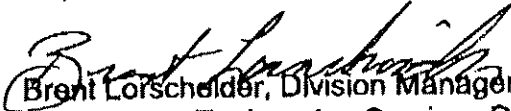
FORM GEN. 100 (Rev. 8-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

File: SC.CE.

DATE: May 5, 2009

TO: David Somers, Assistant Planner
Environmental Review Section
Department of City Planning

FROM: 
Brent Lorscheider, Division Manager
Wastewater Engineering Services Division
Bureau of Sanitation

SUBJECT: **FINAL RESPONSE: The Plaza at the Glen Mixed Use Project – Notice of Completion Draft EIR**

This is in response to your March 5, 2009 letter requesting wastewater service information for the proposed project. The Bureau of Sanitation, Wastewater Engineering Services Division (WESD), has conducted a preliminary evaluation of the potential impacts to the wastewater system for "Project Site" and "Add Area" of the proposed project.

Projected Wastewater Discharges for the Proposed Project:

Project Site

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
<i>Existing</i>			
Health Club	800 GPD/1000 SQ.FT	41,141 SQ.FT	(32,913)
Market	20 GPD/1000 SQ.FT	32,000 SQ.FT	(640)
Drug Store	80 GPD/1000 SQ.FT	31,117 SF.FT	(2,489)
Restaurant	25 GPD/SEAT	302 SEATS	(7,550)
Bank	150 GPD/1000 SQ.FT	3,324 SQ.FT	(498)
Retail/Commercial	80 GPD/1000 SQ.FT	39,700 SQ.FT	(3,176)
<i>Proposed</i>			
Retail	80 GPD/1000 SQ.FT	185,000 SQ.FT	14,800
Restaurant	25 GPD/SEAT	7,866 SEATS	191,650
Common Area	80 GPD/1000 SQ.FT	200,000 SQ.FT	16,000
Office	180 GPD/1000 SQ.FT	500,000 SQ.FT	90,000
Medical Office	250 GPD/1000 SQ.FT	50,000 SQ.FT	12,500
Theatre	4 GPD/SEAT	2,700 SEATS	10,800
Gym	800 GPD/1000 SQ.FT	45,000 SQ.FT	36,000
Hotel	130 GPD/ROOM	230 ROOMS	29,900
Residential	200 GPD/DU	150 DU	30,000
Total			384,383

7-1
cont.

David Somers, Department of City Planning
 FINAL RESPONSE: The Plaza at the Glen Mixed Use Project – Notice of Completion Draft EIR
 May 5, 2009

Page 2 of 3

Add Area

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
Existing			
Retail	80 GPD/1000 SQ.FT	5,766 SQ.FT	(461)
Restaurant	25 GPD/SEAT	320 SEATS	(8,000)
Church	100 GPD/1000 SQ.FT	18,356 SQ.FT	(1,836)
Warehouse	20 GPD/1000 SQ.FT	18,414 SQ.FT	(368)
School	100 GPD/1000 SQ.FT	63,281 SQ.FT	(6,328)
Proposed			
Shopping Center	80 GPD/1000 SQ.FT	57,000 SQ.FT	4,560
Church	100 GPD/1000 SQ.FT	18,350 SQ.FT	1,835
Office	180 GPD/1000 SQ.FT	168,000 SQ.FT	30,240
School	100 GPD/1000 SQ.FT	20,250 SQ.FT	2,025
Residential	200 GPD/DU	182 DU	36,400
Total			58,087

SEWER AVAILABILITY for "PROJECT SITE"

The sewer infrastructure in the vicinity of the "Project Site" includes the existing 8-inch line on Victory Blvd R/W. The sewage from the existing 8-inch line flows into a 10-inch line on Ethel Ave before feeding into a 15-inch line on Chandler Blvd. The sewage then flows into an 18-inch and 12-inch line on Fulton Ave before discharging into a 57-inch sewer line on Moorpark St.

7-1
cont.

Since our last response on March 23, 2009 detailed gauging data has been obtained. Based on our existing gauging information, the current approximate flow level (d/D) and the design capacities at d/D of 50% in the "Project Site" sewer system are as follows:

Pipe Diameter (In)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
8	Victory Blvd R/W	-	362,591 GPD
10	Ethel Ave	57	371,894 GPD
15	Chandler Blvd	47	866,833 GPD
18	Fulton Ave	Full	1.67 MGD
12	Fulton Ave	50	3.28 MGD
57	Moorpark St	40	23.61 MGD

* No gauging available

Since the existing "Project Site" sewer system does not have sufficient capacity, the developer will be required to build sewer lines to a point in the sewer with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time.

David Somers, Department of City Planning
 FINAL RESPONSE: The Plaza at the Glen Mixed Use Project – Notice of Completion Draft EIR
 May 5, 2009

Page 3 of 3

SEWER CAPACITY for “ADD AREA”

The sewer infrastructure in the vicinity of the “Add Area” includes the existing 10-inch line on Hamlin St and existing 8-inch line on Victory Blvd. The sewage from the existing 10-inch and 8-inch lines flow and connect into a 12-inch line on Erwin St. The sewage then feeds into a 24-inch and 21-inch line on Whitsett Ave before discharging into a 30-inch sewer line on Whitsett Ave.

Based on our existing gauging information, the current approximate flow level (d/D) and the design capacities at d/D of 50% in the “Add Area” sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
10	Hamlin St	*	371,894 GPD
8	Victory Blvd	*	280,862 GPD
12	Erwin St	*	678,120 GPD
24	Whitsett Ave	24	3.04 MGD
21	Whitsett Ave	35	3.68 MGD
30	Whitsett Ave	1	4.92 MGD

* No gauging available

The sewer system in the “Add Area” might be able to accommodate the total flow. Since the proposed flows are greater than 20,000 GPD, it is suggested to split the sewage flows among the existing 8-inch and 10-inch sewer lines. Further detailed gauging and evaluation may be needed as part of the permit process to identify a sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

If you have any questions, please call Abdul Danishwar of my staff at (323) 342-6220.

7-1
cont.

Letter 8

From: "Sarda, Juan" <JSARDA@dpw.lacounty.gov>
To: <Oliver.Netburn@lacity.org>
CC: "Gomez, Richard" <RGOMEZ@dpw.lacounty.gov>
Date: 3/25/2009 7:24 AM
Subject: RE: The Plaza at the Glen project

Hi Oliver,
I'm following up on this project.

There are major concerns regarding the proposed overbuild on the Tujunga Wash Channel and the perceivable adverse impacts to the Tujunga Wash Greenway projects built a few years ago. This was a six-plus-million dollar public project jointly implemented by the Mountains Recreation and Conservation Authority (MRCA) and the Los Angeles County Department of Public Works.

8-1

These concerns were previously address on the NOP by MRCA but it was not really addressed on the DEIR or the Public Hearing. I need to meet with the Developer and get clarification on this matter. Would you like to participate on this meeting?

Please could you provide me with the Developer (Christopher Alan) information so I could coordinate a meeting?

Thanks for your assistance

JUAN M SARDA
LOS ANGELES RIVER - NORTH REACH
WATERSHED MANAGEMENT DIVISION

[Redacted header line]

From: Sarda, Juan
 Sent: Tuesday, March 24, 2009 7:14 AM
 To: 'Oliver.Netburn@lacity.org'
 Subject: The Plaza at the Glen project

Hi Oliver,

I did not have a chance to meet you yesterday at the public hearing for the Plaza Project. I arrived just a few seconds before the beginning of the meeting and at the end I got busy trying to find answers to some of my Department's concerns, I did not have a chance to speak to you.

By the way, I work for Richard Gomez with Los Angeles County Flood Control District.

I'm following up with you to obtain a copy of the minutes for this meeting.
 I need to get the names of the people that attended and spoke at this public hearing so I could complete my own minutes for my Administration.
 Your assistance will be greatly appreciated.

Thanks

JUAN M SARDA - PE

- LOS ANGELES RIVER - NORTH REACH
- WATERSHED MANAGEMENT DIVISION
- 626.458.7149 (Tel)
- 626.458.1526 (Fax)
- jsarda@ladpw.org
-

VALLEY GLEN IMPROVEMENT ASSOCIATION

RE: 13003-13075 Victory Blvd.
ATT: Department of City Planning; Mr. David Somers

We are a registered non - profit 501-3C Association focused on the betterment of the Valley Glen Community.

We want to provide you with concerns that we are aware of, and ask that you address them in your review of the proposal concerning 13003-13075 Victory Blvd.

Thank you, for your professional judgment, and your diligence that is especially needed by the City of Los Angeles concerning major developments. We bring the following items to the attention of the Dept. and the Planning Commission.

CONCERNS INCLUDE:

DENSITY /INTENSITY

That the density/ intensity of the proposal should be examined and reduced to better reflect the limitations of the site and its relationship to adjoining sites and roadways.

That it is plausible, even a modest reduction in square footage; stories or height, would result in a more manageable and reasonable traffic impact upon the immediate intersections at Victory Blvd, and upon Victory Blvd itself, particularly approaching the project from the west where vehicles will enter the site; also regarding the Coldwater/ Victory intersection where it is now difficult to accomplish a west bearing left turn by cars traveling north in rush hours. There are concerns about the effect of the proposal upon thru traffic on Victory Blvd.; that you examine concerns about thru traffic being interrupted while cars exit or enter by traffic light or by turning.

We are aware that public transportation will be added at the site. We are also aware that car trips to the site and parking needs will be much greater under the proposal due to it's proposed sq. footage.

9-1

SITE COMPONENTS: There is support for a robust OFFICE component of this proposal; SUPPORT for a HOTEL, and there is much support for the depiction of QUALITY proposed for the development that has been suggested in the language of the Draft EIR.

9-2

DRAFT EIR : SITE COMPONENTS

We have been unable to determine, if the entitlements sought, would include that the ELEMENTS [uses/ structures proposed], would be constructed, or if other Structures and other Uses, would be permitted to be constructed in their place. We also understand that a certain amount of flexibility is reasonable in the real estate marketplace.

9-3

We request that if "other" uses are allowed to be substituted, that the Planning Dept. provide recommendations that consider negative impacts that may result due to those changes; such as the impact of not constructing an OFFICE or HOTEL, and instead constructing something else.

VALLEY GLEN IMPROVEMENT ASSOCIATION

We also have been unable to determine if any or all of the DESIGN specifics, articulations, curves, design details etc, floor setbacks, have been fully described at this point, or volunteered as being a part of the entitlements requested. There is SUPPORT for the proposal’s suggestions of Quality provided in the Draft EIR. But we do not know, what support exists, if design details are not required to be locked in to be constructed.

9-3
cont .

HEIGHT: We ask that you have sensitivity in regard to mitigations concerning height and distance to other property; floor setbacks; etc. wherever there are adjacent residences or property, in order that we not depreciate; cause loss of enjoyment/ use of their property.

9-4

PARKING SPILLOVER : We think it is likely, that Neighborhood City street parking will be utilized by the proposed development to the detriment of residents and their visitors and nothing less than installation of a special district limiting duration will provide mitigation. We urge that you recommend that the development be required to not interfere with adjacent neighborhoods.

9-5

PARKING ON SITE– We are concerned that the proposal calls for less spaces than required by code. But we understand there is precedent in a shared parking plan. We ask that you provide recommendations that fully consider the overall impact. We are very concerned that the parking be adequate; and not create an undue concentration of automobiles or having them back up onto the City roadways.

9-6

ADD AREA PARKING: This subject may not be entirely understood: there is concern regarding statements in the DRAFT EIR that relatively little additional parking is needed or necessitated by a large ADD AREA. We ask that you provide guidance as to whether it is reasonable planning that a large ADD area not create additional parking.

9-7

WILL USE CHANGES BE REFLECTED IN A TRAFFIC AND PARKING PLAN?: If there is no HOTEL, or a use is changed; will the parking REQUIREMENTS also change to reflect different needs? Will the considerations on TRAFFIC, also reflect a different use?

9-8

CUT THRU ROUTES – INGRESS / EGRESS – we believe that the intensity/density of the site; should be planned in such a manner that would create no cut through traffic through neighboring residential neighborhoods, creating traffic there.

9-9

ILLUMINATION We had one additional point ; that the height of allowable exterior lighting is critical and that no exterior lights be permitted that are mounted at heights greater than the 1st story and with prohibitions on tall light poles where they will spill light onto other properties adjacent to the site.

9-10

VALLEY GLEN IMPROVEMENT ASSOCIATION

NOISE – we urge that you consider appropriate OPERATIONAL LIMITS on use of any portion of the site adjacent to residential property.

9-11

EXISTING ZONING OF COMMERCIAL PORTIONS – The entire site of the proposal is in Valley Glen, a community where ALL commercial properties are subject to permanent Q conditions and are subject to planning methods designed by the Planning Dept. and placed into law as the VALLEY GLEN COMMUNITY IMPROVEMENT PLAN by City Council and with the full support of the community. We urge the Planning Dept., in order to not undermine the improvement that has been seen in the community via these Q conditions, to provide guidance that recommends applying as many of the Q conditions as will not impede the uses that have been described in the draft EIR, and to also recommend that this one site not be exempt and apart from the zoning in existence for all of Valley Glen by including the other various Q's to apply here.

9-12

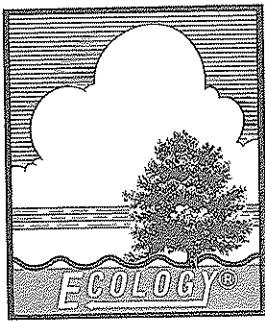
VALLEY GLEN, is a recognized community. It's character which is not as intense as Van Nuys, is in your hands.

9-13

The General Plan now includes that this site shall be a community center. An appropriate density and use will probably make everybody happy. An overly intense project and bottleneck, will make everybody regret the conversion of the property. Support of a community center is premised that the site be developed appropriately. We request your best guidance.

Sincerely,
Michael Randall
Exec. Director, Valley Glen Improvement Assoc.

Memo Pad

Circulate to: Jan SomersFrom: Marie B EmersonPhone #: 818-506-7251

Fax #:

Valley College Cafet.Date: apr 6 - 9Pages to follow: 7:30 PM 4-6-9Subject: Plaza at The Glen Mixed ProjectRECEIVED
CITY OF LOS ANGELES

APR 16 2009

Message: Mr. SomersENVIRONMENTAL
UNIT

Sorry for getting to the meeting
It started out - Got to the Valley College.
My legs + Back give me a lot of
trouble so I returned home.

I wanted to be there for the reason
I would like a letter stating
when he sells the property - The plains
are the same. And all damages to my
property will be taking care of

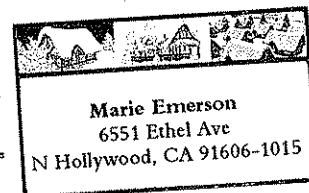
I have a lot of cracks on my
Patio now from all the trucks.
and a lot of Noise + Smell.

When he gets the holes dug
will my home be safe. (he said Yes)
but if he doesn't own the property
then what will happen (his word may
Not be good) for the next people.

I am trying to be reasonable but this
is my home of 30 yrs (not his)

I will try to come to the next
meeting

Marie B Emerson



DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF PUBLIC
TRANSPORTATION AND REGIONAL PLANNING
IGR/CEQA BRANCH
100 SOUTH MAIN STREET
LOS ANGELES, CA 90012
PHONE (213) 897-6696
FAX (213) 897-1337



Flex your power!
Be energy efficient!

April 16, 2009

IGR/CEQA DEIR CS/090315
City of Los Angeles/North Hollywood
The Plaza at the Glenn Mixed-Use Project
Vic. LA-170-17.24, SCH# 2007121170

Mr. David J. Somers
City of Los Angeles
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Dear Mr. Somers:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Draft Environmental Impact Report (DEIR) for The Plaza at the Glen Mixed-Use Project. The project site is located at 13003-13075 Victory Boulevard. Based on the information received, we have the following comments.

The project is expected to generate a net of approximately 18,763 average daily trips (ADT), with 1,144 AM and 1,742 PM peak hour trips. Given the magnitude of the project and its close proximity to the freeway, the 8% of trips distributed to the freeway seem significantly low and underestimated. Transportation impacts from this project along with cumulative impacts from related projects in the area would potentially have significant impacts to the mainline SR-170 Freeway during peak commute periods. Unfortunately, no identified mainline freeway projects are programmed or planned for the SR-170 Freeway.

11-1

We acknowledge the project proposes the following improvements to the SR-170 Hollywood Freeway at Victory Boulevard ramps to mitigate project impacts to them.

1. Southbound SR-170 Freeway to westbound Victory Boulevard: install a westbound right turn lane on the southbound freeway ramp from the existing curb lane within the existing right-of-way buffer to provide a free right turn lane from the off-ramp.
2. Southbound SR-170 Freeway to eastbound Victory Boulevard: convert the existing eastbound through/right curb lane to a right-turn lane buffer to the east to provide a free right at the off-ramp.
3. Northbound SR-170 Freeway to eastbound Victory Boulevard: convert the existing eastbound through/right curb lane to a dedicated right-turn lane. Shadow this lane beyond the turn to provide a free right-turn at the off-ramp

11-2

These traffic mitigation measures will require Caltrans approval and Caltrans will need to determine the feasibility of these improvements. The applicant would be responsible to design and implement the changes.

"Caltrans improves mobility across California"

Mr. David J. Somers
April 16, 2009
Page Two

Any modifications to State highway facilities will need a Caltrans Encroachment Permit. A standard encroachment permit application along with 6 sets of engineering plans and associated traffic study will be needed for Caltrans review and approval. However, you should be aware that improvements that cost over \$1 Million would need a Project Study Report (PSR).

11-3

We highly recommend that Traffic Demand Management (TDM) strategies be implemented especially direct transit connections between the project and the North Hollywood Metro Red Line Subway Station.

11-4

If you have any questions, you may reach me at (213) 897-6696 and please refer to our record number 090315/CS.

Sincerely,



ELMER ALVAREZ
IGR/CEQA Program Manager
Office of Regional Planning

cc: Scott Morgan, State Clearinghouse

Letter 12

From: Carol Armstrong
To: Somers, David
CC: Bowin, Claire; Curtis, Renee; Hsu, Lawrence; Kline, Krista; Romero B...
Date: 4/20/2009 5:13 PM
Subject: LA River Project Office Comments on The Plaza at the Glen Project DEIR

David Somers, Planning Assistant
 City of Los Angeles
 Department of City Planning
 200 N. Main Street, 7th Floor
 Los Angeles, CA 90012

Dear Mr. Somers:

LOS ANGELES RIVER PROJECT OFFICE COMMENTS ON THE PLAZA AT THE GLEN DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)

Thank you very much for the opportunity to provide comments on *The Plaza at the Glen Draft Environmental Impact Report (EIR)*. Please note that I am commenting from the perspective of the City's Los Angeles River Project Office, which has been tasked with overseeing implementation of the long-term Los Angeles River Revitalization Master Plan (LARRMP); thus, my comments may not reflect those of others within the City.

The LARRMP proposes more than 240 potential projects that will contribute to the achievement of wide-ranging environmental improvements in concert with community revitalization. These include new parks, bikeways, trails, promenades, and wildlife habitat areas to be connected along the planned 32-mile River Greenway, extending from where the Los Angeles River (River) begins at the confluence of Bell Creek and Arroyo Calabasas in Canoga Park through Downtown Los Angeles. Supported widely throughout the City and the region, LARRMP implementation will positively impact the quality of life of Angelenos and visitors by providing much-needed access to recreational and open space resources, fostering conditions that will encourage the prosperity of indigenous plants and wildlife species, and ensuring an expansion of environmental awareness, stewardship practices, and associated public health and safety benefits. The River's connection to its approximately 870 square-mile watershed is of critical importance to implementation of the LARRMP and therefore we are always interested to know of projects affecting its key tributaries, such as the Tujunga Wash.

12-1

In general, I am encouraged that The Plaza at the Glen project will be creating community-serving benefits including additional job opportunities for the local residents and activities that will attract visitors to the area. However, one overarching concern I have is that the project is adjacent to the Tujunga Wash, an important tributary of the River, and it calls for capping a portion of the Wash that has already (recently) been improved through a County of Los Angeles project that now provides riparian habitat, water quality, and recreational trail amenities. These are the kinds of amenities that we would like to see implemented throughout the Los Angeles River watershed and so I would encourage the project proponents to consider mitigating their impacts to this project by either avoiding it or expanding its amenities in an area nearby.

In the case of this particular project, I believe that there may be opportunities to mitigate the impacts to the Tujunga Wash Greenway, but hope that the project proponents will explore the possibility of doing so in greater detail with the appropriate County staff and in consultation with the Mountains Recreation and Conservation Authority, which is a major partner in the Greenway.

12-2

Specifically, I have the following comments for the project proponents:

*Consider providing a positive interface between the Plaza and the Tujunga Wash Greenway project by having building entrances and views face the Wash.

*Replace and relocate any amenities, such as rock features, benches, gates, and plantings, which may be impacted by implementation of the project.

*Consider providing additional open green space (more than currently proposed as per Chapter IVA_Aesthetics, Figure IV.A-3).

*Provide access to the walkway/bike path along the Tujunga Wash Greenway and provide appropriate screening of vehicles on the Transit Plaza (reference is to Chapter IVA_Aesthetics, Figure IV.A-13 and page 18).

*Do not interfere with the flow of the off-stream creek.

*Replace any plant material (that will be shaded by the new project) with appropriate native species that will thrive in the new conditions.

*Provide security lighting under and around the proposed Transit Plaza.

*Provide a 50-foot building setback from the County's property line.

*Design any fence or screen in the setback areas adjacent to the Greenway to be no greater than 42 inches in height.

*Install a high-efficiency irrigation system (using recycled water, if possible).

*Use drought-tolerant native landscaping throughout the project; however, in the areas adjacent to the Wash please note that compliance with the County's Los Angeles River Master Plan Landscaping Guidelines and Plant Palettes is imperative.

*Provide on-site stormwater runoff treatment and design runoff capture to prevent stormwater from entering the stormdrain system.

*In general, please refer to the City's draft Los Angeles River Improvement Overlay (LA-RIO) district guidelines and consult with the appropriate Department of City Planning River Unit staff.

Again, I appreciate the opportunity to provide comments; please do not hesitate to contact me with any questions: (213) 485-5762 or via Carol.Armstrong@lacity.org.

Sincerely,
Carol Armstrong

Carol S. Armstrong, Ph.D.
Project Manager
Los Angeles River Revitalization Master Plan
www.lariver.org

12-2
cont.

River Project Office
Bureau of Engineering
Department of Public Works
CITY of LOS ANGELES

1149 S. Broadway, Suite 600
Mail Stop: 939
Los Angeles, California 90015-2205

Office Telephone: (213) 485-5762
FAX: (213) 847-0656
E-Mail: Carol.Armstrong@lacity.org

"There are indeed competing notions of restoration.
But the river is 51 miles long--and lined with as much possibility as concrete."

Editorial, "Rebirth of the L.A. River," Los Angeles Times
October 2, 2006

Letter 13

From: Steve and Kathy Schwartz □sjskns77□ yahoo.com□
To: □David.Somers□ lacity.org□
Date: 4/20/2009 6:30 PM
Subject: Comment: ENV-2007-4063-EIR PLAN

Steven and Kathleen Schwartz
6556 Ethel Avenue
North Hollywood, CA 91606
sjskns77□ yahoo.com
April 20, 2009

ENV-2007-4063-EIR PLAN

David Somers
Los Angeles Department of City Planning
200 North Spring Street
Los Angeles, CA 90012

Mr. Somers:

We live in the cul-de-sac north of the proposed Dasher-Lawless project referenced above. This is a neighborhood of single-family, single-story homes. This proposed project is being built on the site of an old drive-in movie theater and is largely situated within our half-century old neighborhood, since we border it on two sides.

We are very concerned about the height proposed for these buildings. According to the Executive Summary, IV.A Aesthetics, the proposed project would result in significant shade and shadow impacts. In fact, residences located north of the project site would be shaded during the winter months.

We believe that there are feasible mitigation measures available.

Please do not grant the Height District Change from Height District 1-VL (maximum three stories or 45 feet) to Height District 2 (unlimited height), permitting a maximum Floor Area Ratio (FAR) of 6:1, and a maximum height of 125 feet. See Section 12.32 of the Municipal Code.

Please do not allow buildings to exceed the Transitional Height requirements of Section 12.21.1 A 10 to permit variable building heights from 23 feet to 125 feet in lieu of the maximum 25 feet height within 0 to 49 feet, the maximum 33 feet within 50 to 99 feet, and the maximum of 61 feet within 100 to 199 feet of an RW1 or more restrictive Zone.

Please recommend that any tall buildings be built along Victory Boulevard, away from the neighborhoods along Hamlin, Morse, Ethel and Kittridge.

A second concern is parking. The increase in square footage proposed from currently 152,000 sq ft to 1,059,500 sq ft is an increase of almost 700%. The proposed increase from 753 parking spaces to 3,312 is an increase of over 400%. According to the Draft EIR, it is 28% less than what is required. The enormous traffic and parking problems generated by this unnecessarily massive and dense development will place an unfair burden on the surrounding neighborhood.

Sincerely,
Steven and Kathleen Schwartz
Via e-mail

13-1

13-2

Letter 14

From: Vince Stamboni [vince@stamboni.cnc.net]
To: [David.Somers@lacity.org]
CC: [Frank.Quon@lacity.org], [Oliver.Netburn@lacity.org]
Date: 4/21/2009 9:27 AM
Subject: COMMENT - Case Numbers CPC-2008-2932-GPA-ZC-HD-CU-CUB-ZAD-SPR and ENV-2007-4063-EIR

Dear Mr. Sommers,

I forwarded my comments regarding the referenced case numbers last night to:
Frank Quon at Frank.Quon@lacity.org and
Oliver Netburn at Oliver.Netburn@lacity.org

Today at work I was told that these comments should have been sent directly to you. Unfortunately, I am now at work and all of the comments that I prepared are at home where I am unable to access them until after work hours.

Since the comments currently reside in the e-mail inboxes of Misters Quon and Netburn, I hope that they will forward them on to you, today. In any case, I will forward them to you when I return home tonight and I hope that you will be able to accept them as being submitted in accordance with the official deadline for public comments referencing these case numbers.

Sincerely,

Vince Stamboni

April 19, 2009

Los Angeles City Planning Department
Community Planning Bureau
Marvin Braude San Fernando Constituent Center
6262 Van Nuys Boulevard, Suite 430, Van Nuys CA 91401

RE: Case Nos: CPC -2008-2932-GPA-ZC-HD-CU-CUB-ZAD-SPR & ENV-2007-4063-EIR

Dear Sir:

I was unable to attend the LA Planning Department Public Hearing that was scheduled for this development on Monday, March 23, due to work commitments, so I thought I would provide my sentiments on the referenced project by via this letter as the only other alternative.

I have debated as to whether it is really worth the effort to express any opposition to this Dasher-Lawless project since most parties who have held town hall meetings and other public discussions on the project have not really listened to any concerns and, if they have claimed to have listened, they have been inclined to brush off those concerns as simply ravings from a disgruntled minority.

One case in point: Recently (March 25), the Planning and Land Use Committee of the Greater Valley Glen Council (GVGC) held a public committee meeting whose prime purpose was intended to be to "hear public comment and then make recommendations to the GVGC Board". The public was "invited to attend and also weigh in on the proposed development". The meeting was not well attended, but there were 6 individuals at the meeting who spoke during the public comment portion of the meeting: One individual expressed his opinion regarding a point of order having to do with the constitution of the committee itself. Of the 5 individuals who spoke with regard to the project, 4 spoke against various aspects of the project and 1 spoke in favor of the "artistic" aspects of the project. However, when the committee voted to make their recommendations, they voted unanimously to recommend the project as proposed by the developer AND recommended against all of the alternatives identified in the Draft EIR....this was in spite of the facts that public sentiment expressed at the meeting ran 4 to 1 against the developer's existing concept and that at least half of the committee members who voted had admittedly not even read the Draft EIR!

A second case in point: Similarly, on April 6, the Greater Valley Glen Council conducted "a Town Hall Meeting to hear the Community's views on this development". This meeting was very well publicized and very well attended. There were 25 individuals who spoke during the public comment portion of this meeting: One individual expressed opinions both pro and con (equally) regarding the project. Of the remaining 24 individuals, 16 spoke predominantly against the project and 8 spoke predominantly for the project (by my accounting). When the council itself began to discuss the project, they mostly maligned, condemned, or otherwise discounted the public comments that were made against the project, much to the dismay of those of us who had stayed in anticipation of hearing a more "healthy" discussion of the issues surrounding the project. In fact, councilmember comments ran 100% for the project. When they decided to take a council vote on the issue, they cast their 17 votes unanimously in favor the project as proposed by the developer AND against all of the alternatives identified in the Draft EIR...in spite of the facts that public sentiment expressed at the meeting ran 2 to 1 against the developer's existing concept and that the greater majority of the council had not read the Draft EIR.

I think that you can see why I would be wondering if expressing any sentiment against this project is worth my (or anyone's) time. The developer is apparently getting the most desirable zoning that his money can buy, even though this benefit is at the expense of R-1 single-story neighborhoods which have occupied and grown in the area for more than half a century. I think I have decided that it is worth it expressing out sentiments because we love our neighborhood. We do not want to see it overrun by people who can only

RE: Case Nos: CPC-2008-2932-GPA-ZC-HD-CU-CUB-ZAD-SPR & ENV-2007-4063-EIR

Page 1 of 3

see dollar signs or neighborhood councils like the GVGC who have clearly omitted "neighborhood" not only from their name (Greater Valley Glen Council), but also from their support.

I have read the Draft EIR that most of the people/committees who have recommended this project have apparently failed to read. The document clearly identifies the impacts of this development on our neighborhoods. It additionally identifies a large number of major intersections throughout Valley Glen and neighboring communities that will be impacted by the anticipated increase in vehicular traffic. This implies, although it doesn't explicitly state, that there are dozens more neighborhood intersections and neighborhood streets that will also be impacted. These issues alone will negatively impact thousands of area residents as well of thousands more commuters who need to pass through Valley Glen on a daily basis. I fail to understand how any "council" or "committee" can be considered to have done an adequate job in making any recommendation of any sort without taking the needs and/or concerns of these thousands of taxpayers into account. It is not clear that their recommendations of support for the development reflect anything other than their personal volitions.

14-1

Having said all that, I have already written 2 letters of concern to LA City Planning (attached) regarding this Dasher-Lawless project, but there are three additional issues that I need to expound on with regard to this Dasher -Lawless proposed development and the Draft EIR:

1 - DEFECTIVE ZONING CONSEQUENCES - I have previously commented on the unconscionable practice of juxtaposing an established single family single story R-1 neighborhood with a commercial zone of unregulated height. Now we have seen the consequences of such zoning when a developer is unrestrained and left to his own devices. When Dasher-Lawless first applied for the existing C2-2 zoning change, the head of that organization told us that the maximum height of the commercial/office buildings would be 5 or 6 stories, a hotel would be 5 stories, and that the residential units were going to be 3 stories high. Additionally, the original EIR case filing (ENV-2007-4063-EIR) indicated that the proposed movie theater would have 2500 seats, the hotel would have 150 rooms, and parking would be provided for 3200 - 3900 vehicles. Most recently we have learned that the commercial/office building heights would be at least 6 - 7 stories (a 17% - 40% increase) with heights as tall as 125 feet!!! Additionally, the hotel will be 6 stories tall (a 20% increase) with 230 rooms (a 53% increase), the residential units will be 4 stories tall (a 33% increase), and the movie theater will now have 2700 seats (an 8% increase). We have no idea what other expansions the developer is planning to institute before the project is finished, but if those expansions all receive the same rubber stamp as is being proposed by the Greater Valley Glen Council and its committee(s), it is uncertain what the overall effect of this development will be on the bordering neighborhoods or the surrounding communities. Unfortunately, instead of increasing the number of associated parking spaces to accommodate the average additional 20% capacity resulting from these structural expansions, he is not only NOT increasing the parking, he is offering to provide near the minimum of his originally proposed 3200 - 3900 spaces! The current plan, as we know it, is to provide only 3312 spaces.

14-2

BOTTOM LINE: The zoning is defective because it imposes undue burden and hardship on the existing established neighborhood communities. It is additionally defected because it does not reasonably restrict this or future developers from taking unfair advantage of the surrounding communities. The additional C2-2 rezoned properties along Hamlin, if left with commercial building zoning of unrestricted height, will likely only add to this problem. It is unlikely that anyone attempting to develop those properties will concern themselves with the height or density effects of their structures if this developer is allowed "carte blanche" in over-running the existing community and overtaxing its resources.

2 - WAIVER OF REQUIREMENTS - I mentioned above that the developer has been steadily planning to expand the capacity of this development while not providing a commensurate number of parking spaces in order to accommodate this expansion. Where are people supposed to be able to park if this development is successful? The truth be told, people are currently parking in the existing lot and in the church lot next door because parking in the surrounding area is so scarce. What is the developer doing about this? He is planning to ask for a waiver of some sort to allow this to be "OK"! Current code requires that the developer provide 4570 spaces for the amount of throughput and type of business he is planning to integrate into this development. He is apparently asking for a waiver from these requirements to allow him to provide only 3312 spaces that he has room for after he is planning to convert prior parking area into additional office/commercial space. This is 28% fewer spaces than required by code! Waiving these

14-3

requirements will likely result in the types of problems that currently exist in most major cities of the eastern United States.....overcrowding, immobility/gridlock, and higher crime.
BOTTOM LINE: No new entity should be allowed to waive any code of any sort that will impact the surrounding area in a negative way. There is a good reason that these codes were established in the first place. There is already a parking problem in this community and the waiving of these requirements will only exacerbate this problem. The Draft EIR already proposes a solution to this parking issue.....scale the development to right-size it for the property it will need to fit on and the neighborhood which it needs to integrate into. No other solution should be satisfactory, least of all the waiver of code requirements.

14-3
 cont.

3 – IMPACT ON NEIGHBORHOODS AND COMMUNITY – The Draft EIR clearly identifies a good number of problems that will result from this development going forward as-is. The current attitude of the developer and those supporting the developer is that nothing in the report is of major concern and that the project should just go forward as currently (recently) proposed. If this is the case, maybe the EIR process should just be eliminated. If no one really cares about the impact of development on air quality, noise pollution, traffic congestion, building shadows, or any other quality of life issues, why are we wasting all of this time and money? If there is a single major concern throughout the community (and valley) it is with the impact this development will have on traffic in the area.

14-4

BOTTOM LINE: To minimize the negative impact of the proposed development on the community, the issues raised by the Draft EIR need to be addressed, as a minimum. If any item cannot be fully mitigated, then it needs to be addressed to the extent that the surrounding community agrees they can live with it or tolerate it. Members of non-local community groups who have to this point in time claimed that there are only a few naysayers who oppose portions of the project, should not be allowed to divert LA Planning authorities from any necessary mitigation in accordance with the Draft EIR. Local neighborhoods have also voiced their individual concerns and these also need to be properly addressed.

I believe that, between this letter and the two earlier letters that I have written (attached), I have provided sufficient feedback and opinion on the proposed Dasher -Lawless project. I remain concerned that a number of non-local community entities whose eyes are blinded by dollar signs will cause issues to be addressed in only the most cursory manner. However, I am still hopeful that I have not wasted a lot of my time (and yours) by preparing yet another letter that falls upon deaf ears in the interest of hasty "progress". I DO love my neighborhood and I would hate to see the quality of life of my neighbors and me negatively impacted by the issues I have raised.

Sincerely,

V.J. Stamboni
 Neighborhood Resident

Attachments:

LA Planning Traffic.pdf
 LA Planning Zoning.pdf

November 23, 2008

Mr. Frank Quon
Los Angeles City Planning
6262 Van Nuys Blvd
Room 430
Van Nuys, CA 91401

RE: Case No. CPC 2008-2932-GPA-ZC-HD-CUB-ZAD-SPR ☐ ☐ Zoning Issues

Dear Mr. Quon:

I attended the November 6, 2008 meeting regarding the Dasher-Lawless Plaza at the Glen development that was held at the gymnasium at St. Jane Frances' Church, 13001 Victory Blvd. in Valley Glen. There were many issues at the meeting that directly and indirectly affect the neighborhoods that surround this proposed development, but the one that I wish to address here deals with whether it is within the normal practice/policy of City Planning to approve zoning changes that would juxtapose and intersperse a C2 -2 unlimited height commercial development within a neighborhood that has been established for more than half a century consisting of mostly one-story single family homes. I am specifically speaking of my neighborhood which surrounds the proposed development on two sides (to the north and east).

When my neighbors and I bought our homes in this neighborhood tens of years ago, most of us surveyed the area to determine the likelihood for major changes to occur in the community which might significantly alter the nature and character of the neighborhood and thus affect the quality of our future home lives. We noted that the area was largely zoned R1 and that the non-residential/commercial area that bordered Victory Blvd was zoned as residential-commercial (now identified as C2 -1vL) with the expressed purpose of limiting the height and type of development that might impact our quality of life. We considered this zoning commitment as a pact between the neighborhood and the city that both our financial investment in our homes and the future investment in our suburban lifestyles would remain protected with respect to sudden/dramatic changes to either. Now, recently, we have found that the city may be considering granting a zoning change from C2-1vL to C2-2 that would permit structures of unlimited height to be built adjacent to and interspersed among homes in our R1 neighborhood. It is nearly inconceivable that the City would consider this drastic an alteration in a long standing neighborhood without instituting some sort of zoning protection that would allow for the preservation of the neighborhood's existing character and scale. Within the recent past there are many examples of where the City has stepped in to assure that these qualities are preserved. I have included 2 such examples below:

1 – In some City neighborhoods which are somewhat more well-off than ours, certain developers, such as Dasher-Lawless, started to build large homes in R1 zones a few years ago which densely loaded their lot surface areas with very high-square-footage houses. Neighbors in these areas took exception to these "oversized" homes which were actually within the requirements of the local zoning ordinances and were also usually within the bounds of existing municipal codes. High ranking city officials championed the cause of these neighbors in taking exception to these "mansionized" homes, citing that these structures did not preserve the character and nature of the neighborhood(s). As a result, the city created additional restrictions against this "mansionization" of neighborhoods even though such houses would have been both zone-legal and code-legal with respect to previously existing requirements. In short, developers were/are prohibited from further building homes which do not conform to the existing character and scale of these (wealthier) R1 neighborhoods. We believe that this restriction should apply to all similar established neighborhoods, even those which might be less "well-to-do."

14-5

RE: Case No. CPC 2008-2932-GPA-ZC-HD-CUB-ZAD-SPR.....Zoning Issues

Page 1 of 2

2 – Within the last year or so, a developer was planning to build a high-density multi-family housing development in an R3-zoned property that was adjacent to a neighborhood of R1 single family homes in the Del Rey area of Mar Vista, another somewhat well-to-do area. The project was to consist of an “imposing” 50-foot high structure consisting of 25 single units. This structure would only have been a mere FIVE FEET over the R3 zoning limitation. The neighborhood was up in arms about how this “imposing” building would inharmoniously abut single family homes in the neighborhood. On behalf of the neighborhood, the local councilmember initiated a Council Motion (CF# 08-0391) directing City Planning to report back with zoning recommendations for the R3 property that would preserve the current character of the neighborhood and encourage development consistent with the surrounding community. Subsequently, City Planning completed the requested zoning study and indicated that the existing zoning did not provide a transitional buffer between the adjacent R3 and R1 zones, which is accepted zoning practice. Over the past few years councilmembers in at least three different Districts have been successful in getting property appropriately rezoned for reasons not unlike this example, hence preserving neighborhood character.

In case it is not clear how these examples relate to the Dasher-Lawless requested zoning change and their proposed development, I will elaborate. It appears that it is the direction of the city and its officials to strive for the preservation of the character and scale of our longstanding neighborhoods. We are asking that the rules and practices being applied to other areas in the city also be applied to our neighborhood and community. To permit juxtaposition and interspersal of structures of unlimited height among the one-story single family homes in our neighborhood would be unconscionable and would be contrary to the consideration offered to wealthier neighborhoods in the city, as shown by the above examples. The proposed Plaza at the Glen development would represent the ULTIMATE MANSIONIZATION of our neighborhood and neighbors could be burdened with structures of unknown height within feet of their backyards. To allow rezoning to occur without the requisite transitional buffer zoning restrictions would be treating our neighborhood differently from accepted zoning practice employed in other neighborhoods. Nothing can prevent the design and density of the Dasher-Lawless development from changing and growing, as it already has since the initial EIR was initiated at the beginning of the year...building heights have already grown from 5 and 6 stories, as originally proposed, to 6 and 7 stories (a far cry from the 5-foot height variance that the Del Rey neighborhood was concerned about!). Additionally, if the property should change hands (and Dasher-Lawless has already indicated that may be one of their options) after a zoning change to C2-2, the neighborhood would have no way of knowing how high future planned structures on the property may be since any construction at that point will be “by right”.

This is why I believe that City Planning must consider the Dasher-Lawless zoning change request in light of these facts and issues. It is not unprecedented that City Planning would stand firm on attempting to protect the character of a neighborhood. Just this year, the planning department decided to hold firm on a height limit of 4 stories in Van Nuys on the Dasher-Lawless “The Glen” project (considered to be Phase 1 of their Plaza project), when the developer wanted to increase it to 5 stories. We, on the North Hollywood side of the Tujunga Wash, feel that we should merit the same consideration for our neighborhood as was granted to the “parallel” Van Nuys community.

I believe that I have provided sufficient data and facts for you to take a long hard look at considering a height-restricting transitional zone buffer prior to allowing the C2-1vL to C2-2 zoning change. Remember that the property being considered for The Plaza at the Glen is largely situated within our half-century old neighborhood, since we border it on two sides. The project will necessarily greatly disrupt BOTH the character AND scale of our neighborhood unless a transitional buffer zone is set in place.

Respectfully,

V.J. Stamboni
 Neighborhood Watch Coordinator

RE: Case No. CPC 2008-2932-GPA-ZC-HD-CUB-ZAD-SPR.....Zoning Issues

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14-5
 cont.

November 24, 2008

Mr. Frank Quon
Los Angeles City Planning
6262 Van Nuys Blvd
Room 430
Van Nuys, CA 91401

RE: Case No. CPC 2008-2932-GPA-ZC-HD-CUB-ZAD-SPR .Traffic Issues

Dear Mr. Quon:

Having attended the November 6, 2008 meeting regarding the Dasher-Lawless Plaza at the Glen development that was held at the gymnasium at St. Jane Frances' Church, 13001 Victory Blvd. in Valley Glen, I was extremely concerned regarding the developer's insufficient concern about the traffic-related issues that his development will be creating for area residents.

During the meeting a good number of attendees asked questions regarding their concerns over the dramatic increase in traffic that would result from the construction of a severely dense-packed development of this type in an already congested area that is sometimes near-gridlocked. The only resolutions that the developer offered for addressing this immanent problem was to add a traffic light at Victory and Morse and then to synchronize the timing of Victory Blvd traffic lights. This response totally avoids the reality of the situation. First, traffic light synchronizing has only been semi-successful in moving existing levels of traffic through a corridor with a degree or two of fluidity improvement, NOT in addressing the dramatic increase in traffic volume anticipated by increasing the number of on-site parking spaces from less than 700 to approximately 4000. A traffic officer is presently required to prevent gridlock at the Victory/Coldwater intersection under current peak traffic conditions...it is not logical to assume that retiming of the traffic lights along this corridor will be able to accommodate a 5- or 6-fold increase in traffic volume.

14-6

Additionally, the developer's theory that public transportation will mitigate the increase in traffic volume is ludicrous, given that there are plans to accommodate the parking of 5 or 6 times as many cars as the property can currently house. Second, the developer continually refuses to address the compound effect on traffic of multiple large developments in proximity to one another (The Glen, The Plaza, Valley Plaza reconstruction, etc.). We must totally depend on City Planning to take this into account and we would hope that the still in-process EIR would address this situation, although it is unclear that it will. In short, it is a major concern to our neighbors that the developer has given only casual thought to the traffic/parking problems that his development will create for us and for the city in general.

14-7

If the developer is earnest in addressing the immanent traffic nightmare that his development will create, he will as a minimum need to address the following issues (possible solutions are offered as suggestions only):

1 - Ensure the ready and reasonable transport of the resulting increase in traffic volume along Victory Blvd and in/out of his development with minimal negative impact on the amount of time it currently takes to travel the same distance(s). As a minimum, no street parking should be allowed along Victory Blvd anywhere between the 170 freeway and Varna, to allow for extra through lanes of traffic. Similar parking elimination needs to be considered along Fulton, Coldwater, and all the streets that line Victory to accommodate the increase in North-South traffic that is anticipated along these streets. The developer may need to accommodate some of the housing and existing businesses that depend on street parking in these areas.

14-8

RE: Case No. CPC 2008-2932-GPA-ZC-HD-CUB-ZAD-SPR...Traffic Issues

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2 – Address the increase in traffic anticipated on Ethel Ave which directly aligns with the western entrance to the development. This is currently a very narrow street without sidewalks and is likely to be used as a get-around to avoid the traffic hassle that will be created on Victory. At the very least, traffic to and from the development via Ethel should be disallowed.

14-9

3 – Increased traffic through the neighborhoods north of the development needs to be addressed. Currently, cars heading east on Vanowen turn right on Atoll and speed through the stop signs on Atoll, Kittridge, and Hamlin to bypass 3 traffic lights that would be encountered at Ethel, Coldwater, and Kittridge on their way to Victory; this also allows them to bypass the majority of the sometimes excessive backed-up traffic that starts at Victory and extends to the north. We anticipate that this safety hazard will become more severe with the increased traffic volume created by the development. It will also be extremely difficult to turn into and out of Hamlin for our neighbors due to the expected increased back up on Coldwater (which often extends past Kittridge).

14-10

4 – Parking issues in the area need to be addressed. The development will create unfair parking burdens and issues for the surrounding/existing community. The developer has stated that he plans to charge for parking in the 4000 parking spaces he plans to create. Currently, the parking in that area is free (with limitations). It can be anticipated that certain patrons of the development will try to avoid the parking fees by parking in existing free parking areas (the Church, Macdonald's, local business parking lots, side streets and other streets north, south, east, and west of the development). We can anticipate that users of the gym, and employees in the lower paying jobs created by the development itself (maids, hostesses, waiters, etc.) will fall into this category and there is anticipated to be quite a few of these individuals. It is ludicrous to assume that all of these people will take the bus to the development or that they will be conscientious on their own to NOT park in these free areas. To resolve this, the developer needs to allow for free parking, as a minimum, for ALL employees of the development. He should also consider offering free/validated parking for all of the surrounding business who will be impacted by the placement and operation of the development. Lastly, since he is planning to operate a transit center that will result in some re-routing and or increased public transit times, he should allow for free parking for those who make use of his transit center as compensation to the community whose lives he is planning to impact.

14-11

We have heard enough illogical arguments that have been spewed about regarding how having this development in our community will decrease the amount of driving that we will be doing. With the possible exception of the gym and maybe a grocery store, most of the neighborhood would probably not make frequent use of most of the types of facilities that the developer is planning to have as occupants...we are an older neighborhood and can seldom afford expensive dining places or specialty shops, or high-end merchants. If we want to go to a movie, the current neighborhood theater is lower cost than most of the others that are further away and the one that is planned for the Dasher-Lawless development with 2500 (now 2700) luxury seats will certainly cost more. No one here can afford to put our families or visitors up in a high-end hotel that is being planned, either. The development is geared to bringing people INTO the community not to shorten the travel of the people who currently live here. All of the smoke and mirrors in the world will not change this fact. There is VERY LITTLE that this development will add to our neighborhood except perhaps monumental traffic and parking headaches.

14-12

Before there is any thought given to the approval of any zoning change for this development or to approving the development itself, both the developer and the city need to take all of these factors into account. It is time to get serious about the true impact of doing something like this and we expect that both the developer and the city will more closely examine these traffic and parking issues before proceeding or approving anything that will negatively impact this neighborhood.

14-13

Respectfully,

V.J. Stamboni
Neighborhood Resident